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Hongkong, 20th August, 1907.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.  
No anonymously signed communications that have directly appeared in other papers will be inserted.  
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## DEATH.

On 17th August, midnight, at Government Civil Hospital, General Sirr, Superintendent Shipwright, Rowland Docks, native of Dunbarton, Scotland, aged 48 years.

HONGKONG OFFICE: 10A, DES VŒUX ROAD, C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, AUGUST 21st, 1907.

It has often been said that the Chinese will never succeed in bringing themselves into line with the leading nations of the world until they admit that "squeeze pidgin" is a legitimate pidgin. As has been more than once pointed out in this column, "squeeze" is a wide subject. There are patently dishonest "squeezes," and there are others that come under the head of legitimate perquisites, from the point of view, anyway, of the squeezer. The average squeezer cannot be expected to refrain from putting all into the first category, but there are some old residents who take a philosophical view of the matter, and advise that often it is the shrewdest policy to look the other way. It is on record that Sir ROBERT HART began by attempting to check the squeezes of his "boy," but that after long experience he decided that it was an impossible feat. Soon after one of his numerous promotions had been notified, his house expenses went up suddenly and considerably. Interrogated, his "boy" blandly explained, "Master have got chance; boy get chance too," or words to that effect. This is a popular way of regarding the matter in both China and Japan. The superior is always expected to stare any of his enhanced prosperity with his subordinates. The rich man ought to

pay more for things than the poor. As there are plenty of employers who declare that it only makes bad worse to try and stop these illicit gains at their expense, so there are plenty of pessimists who abandon hope that mandarins will ever be purged of its rapacity, that China can ever boast an honest administration. Even that is not too wild a prophecy to be excused, but too often it is spoiled by addition of the words "like ours." The remarkable difference in the amount of customs dues handed to the Government since the collection was entrusted to foreigners has served as a bolster to the complacent assumption that foreigners are innately more honest than the Chinese. We deprecate this deficient modesty in our fellow foreigners, and without laying it down as an axiom that all men are rogues, we would snub their pharisaicunction by calling attention to some recent evidences that China has no monopoly of what are often called Chinese failings. We have so often censured the Chinese for their shortcomings, to an accompaniment of foreign applause, that it does not seem unfair to administer a backhander or two. Could there be anything more "typically Chinese," for instance, than the state of things in Portugal, as depicted in our London correspondent's last notes? It is quite possible that some of Macao's excessive contributions to Timor and Portugal might have been returned for local use but for the corruption at Lisbon. Plural officeholders there have been having a profitable time until the new Premier interfered. The rich family of a defunct official have been drawing his salary for three years since he died. A non-existent nunery is entered on the disbursement side of the cash book, "the only explanation," as our correspondent says, "being that some public spirited Portuguese official came to the conclusion that he was the direct successor to the nunery." There have been discovered, we are told, "hundreds of cases like this." And Lisbon, like the Portuguese Minister to Peking, is not in China. The other case is disclosed by the latest Parliamentary reports from Great Britain. The Chinese Government has just virtuously refused to make a profit by selling titles and honours to men who can afford to pay for them, but a Mr. H. C. LEA, M.P., has just alleged that titles are bought and sold in England. It is curious that the chairman of Sir Henry Campbell-Bannerman's election committee should have been made a knight, for his list of qualifications for preferment appears to be otherwise blank. There have been strong suspicions for a long time now that British honours have been bestowed more as party emolumenta than as honest rewards of merit, and the fact that Mr. BAILEY agreed with C.B. to ignore these charges does not weaken the suspicion. "The dignity of the House" may have been "best served" by passing on to the next business, but we would prefer to have it vindicate its honour first, and dignity would then automatically attach. We have not the slightest doubt whatever that a strict investigation into the finances of the House as well as of the parties would prove an eye-opener. Now and then a straw floats, like the snuff-bill at Westminster, but there is something curious in the way enquirers are always subdued. Perhaps "the dignity of the House" is an ever ready shield in times of trouble; it is supposed to be more gentlemanly to hush such things up than to drag good names "in the mire"—unless they happen to be Chinese.

The German Mail of the 17th July was delivered in London on the 19th inst.

The late Mr. John Dodd formerly of Formosa, whose death was announced last month, was buried at Linxwast, North Wales.

In a race at Brighton (U.S.A.) a colt named Charles Edward covered 9 furlongs in 1 min. 50.3-5 secs, a world's record.

A London journalist has discovered that Sir Robert Hart, for all his fifty years' residence in China, has never had time to see the Great Wall.

The Council of Ministers at St. Petersburg have definitely approved the project for the laying of a second set of rails on the Siberian Railway, and a Bill sanctioning the proposal will be submitted to the Duma.

The latest London papers announce the engagement of the younger and only unmarried daughter of Sir William and Lady Des Vœux, to Mr. Gray Paget, Sir William Des Vœux, who was Governor of Hongkong from 1887 to 1891, now resides at 35, Cadogan Square, W.

Major Aspinthorpe-Gray (St. Andrews Burgess) asked the Secretary of State for Foreign Affairs whether it was the intention of the Government to abandon the claims against the Russian Government for the sinking of the British ship *Knight Commander*. Sir E. Grey said it was not.

The Commissioners of Inland Revenue give notice of the stamp duty payable on transfers of the Settlement Government Three-and-a-Half per Cent. Inscribed Stock (1897-1907) has been cancelled for the transfers will, therefore, be exempt from stamp duty.

Before Mr. C. D. Melbourne at the Police Court yesterday two natives were charged with stowing away on board the s.s. *Benbow* without the consent of the master. They pleaded guilty and were fined \$50 apiece, the alternative being six weeks' imprisonment. One of the crew of the vessel, who was arraigned on the charge of aiding and abetting was discharged on the evidence of the stowaways, who stated that they secreted themselves on board without his knowledge.

In the House of Commons, Mr. C. Price (Central Edinburgh) asked the Secretary for Foreign Affairs whether he had discussed with Sir Ernest Satow the question of concessions in China; and whether any settlement had been arrived at with the Chinese Government. Sir E. Grey replied: The answer to the first part of the question is in the affirmative. We have, so far, arrived at a general settlement with the Chinese Government, but negotiations are proceeding separately with a view to a settlement in each outstanding case.

Wong Hok-lan, a servant on board H.M.S. *King Alfred*, was charged before Mr. F. A. Hazledan at the Police Court yesterday with stowing away on the s.s. *Mercedes* at Hokodate, Japan, and the stowaway and first fireman on the *Mercedes* were charged with aiding and abetting the stowaway. After hearing the evidence his Worship adjourned the case so that he might consult with the Comodoro. The stowaway was remanded in custody, and each of the abettors was admitted to bail in the sum of \$100.

Sometime ago it was reported in the *Daily Press* that the crew of a fishing boat fired on two other craft near Lams Island. The two men who fired the shots have since been arrested, and yesterday their trial concluded before Mr. F. A. Hazledan at the Police Court. Mr. A. Jackson (of Messrs. Johnson, Stokes and Master) appeared for the defendants, and contended that they were not the men who fired. The complainants, however, testified that they were, and stated that before firing on the other boats and injuring two men, they inquired the names of the other two boats. His Worship sentenced the defendants to one month's imprisonment, and ordered each to pay \$25 to the injured men.

The "Chicago World" announces that Mr. Erlanger has confirmed the rumour that an international theatre trust was being formed. He added that Mr. Levy Myers had left by the steamer "Kronprinz Wilhelm" for London, where he would decide upon the legal procedure to be followed. Mr. Erlanger believed that the theatrical world would benefit by the coalition. The syndicate would have a capital of \$2,000,000, and would unite theatrical interests in America, Great Britain, Germany, France, and Austria. According to an earlier message, the "Chicago News" quoted Mr. Erlanger as saying, "We are about to make our interests co-extensive in Europe and America."

A mesage from Kiel, dated July 13th said:—The German High Seas Battle Fleet, with 22 big torpedo-boats, has sailed for its summer manoeuvres of four weeks in the northern waters of the Atlantic Ocean. These manoeuvres will be carried out off the Faroe Islands, which lie 185 miles N.W. of the Shetland Isles; thence the fleet will sail for the Shetland Isles, and after going through a series of attacking manoeuvres there, the fleet will sail for Heligoland, where a series of manoeuvres of attacking and defending the mouth of the Elbe will be carried out. The former battleship, "Deutschland," which is now acting as the harbour ship, "Jupiter," is to serve as a target for gunnery practice during the forthcoming manoeuvres.

The report of the British North Borneo Company is always interesting, if only for the reason that it is one of the only two chartered undertakings which are now in existence, the company having absolute rights of sovereignty to about 30,000 square miles of the island of Borneo. From the report for the year 1906 it appears that the receipts exceeded expenditure by the substantial sum of \$27,113, out of which, however, \$23,137 has to be taken into account for depreciation, etc. On the other hand, as assets held by the company have increased in value by at least \$13,000, the directors have added that amount to lands and property account. Including the amount of \$2,042,492 brought into the account, there is now \$238,734 available, and the directors accordingly repeat the 3 per cent. dividend of last year, and carry forward about \$115,000, or some \$9,000 more than a year ago.

The U. S. War Department received a report from California on the discovery of supposed Japanese spies. General Ainsworth, Acting Secretary of War, declined to make the report public, but said that there had been no arrests. The Washington correspondent of the Associated Press understands that the Japanese were detained for a short time and then released. In one case, he learns, a Japanese was found acting in a suspicious manner near an important part of the fortifications at Fort Rosecrans. He had in his possession a memorandum pad, but "as nothing incriminating was found on him, he was put aboard a steamer at Fort Rosecrans and sent to San Francisco. Why the man should have been transported 500 miles if he had committed no offence is a mystery. In the other case it is stated that it was not at Fort Rosecrans, but at Mare Island Navy-yard that a Japanese was found acting suspiciously, and he was escorted out of the yard.

The latest returns of the Sinking Fund made by the authorities of the Japanese Government show that the total receipts amounted to ¥237,554,000, including a sum brought over from last year, another sum added this year from the general Government revenue, and interest on money received in payment of the Sinking Loan and on deposits. Of the above total, ¥9,916,000 was paid for the redemption of bonds and ¥227,638,000 was deposited in the Sinking Fund. The greater part of this money is deposited in the Bank of England and some dozen other banks in Great Britain, only a small portion being retained in Japan. The funds kept in England are being made use of in such a way as to bring in as much interest as possible.

Just as this man may have fat beginnings, so giants who in maturity stalk like trees over the land are sometimes among the least of children. One day three boys entered a boat on Lough Carlingford, near Killowen. The craft having neither sails nor oars rudder drifted off into deep water carrying the boys into serious danger. One boy prayed, another, the tiniest of the three, wept, the third whistled. Help came, and the boys were saved. The boy who prayed became a priest. The boy who whistled became Lord Russell of Killowen, Lord Chief Justice of England. The tiny slip of a boy who cried became Murphy, the Irish giant, whose inches won him fame in all the capitals of Europe.

If there is a self-opinionated animal, that animal is the chow-chow (sic). And still there is much to admire in his character, for he recognises but one master, no matter how man, the household consists of, and he never forgets the man or woman who takes him from his old to his new home. If (says a writer in the "County Gentleman") the change is for the better, according to his idea of things, he ignores all the members of the household but the one who is responsible for his improved conditions, but, although he may seem to attach himself to others, especially children, should the change not be to his liking, he will always without exception, go to his first friend in the hour of trouble. Chow-chows are looked upon as fierce animals, their appearance rather aiding that quite erroneous view of their temperament; while people who are ignorant of their characteristics also have an idea that their blue tongues betoken "a taste for blood." That is a strange notion, but I have heard it advanced as an argument in support of their ferocity.

Miss Ellen Terry, in "M.A.P.," tells the story of her first marriage. She says:—"I was not quite sixteen years old, too young to be married even in those days, when every one married early. But I was delighted, and my parents were delighted, although the disparity of age between my husband and me was very great. It all seems now like a dream, not a clear dream, but a fitful one which in the morning one tries in vain to tell. And even if I could tell it, I would not. I was happy, because my face was the type which the great artist who married me loved to paint. I remember sitting to him in armour—he was painting his Sir Galahad—for hours and hours, and never realising that it was heavy until I fell forward fainting! The great actress, continuing the story of those early days, says:—"The day of my wedding it was very odd. Something always makes a woman remember what she wore on the important occasions of her life. I had on this day a silk dress, which had been designed by Holman Hunt, and a quilted white bonnet with a sprig of orange-blossom. I was wrapped in a beautiful Indian shawl. Then I went away in a sealskin jacket with coral buttons and a little sealskin cap. I cried a great deal, and Mr. Watts said, 'Don't cry. It makes your nose swell.' 'The day I left home to be married, I 'tubbed' all the children, and washed their hair, and brushed and combed it till it looked like spun glass."

## LAWLESSNESS AT HUNGHOM.

CROWD ATTEMPT A RESCUE.  
An attempt to rescue a Chinese boy from the Police was made by a crowd of coolies at Hunghom on Monday. As a Chinese woman was walking along one of the principal thoroughfares the youth approached her, and without any provocation threw two handfuls of sand in her face. She complained to an Indian constable in the vicinity, and he arrested the offender. As he was conducting him to the station, the number of followers swelled to a crowd who, from jostling resorted to violent methods to effect the release of the boy. A number of the more violent coolies lunged themselves on the constable and endeavored to relieve him of his charge. The Indian, however, freed himself and blew his whistle shrilly. It was not long before other police arrived on the scene, and nine of the ringleaders in the assault were charged before Mr. C. D. Melbourne at the Police Court yesterday, convicted of disorderly behaviour and ordered to pay a fine of 82 each.

## THE ROYAL HONGKONG GOLF CLUB.

The monthly competitions for the Robertson Farewell Cup and May Cup were held at Happy Valley from the 17th to 19th August, 1907. The following cards were handed in:—  
ROBERTSON FAREWELL CUP.  
Mr. R. W. Slade ... 90 - 12 = 78.  
Mr. C. W. May ... 85 - 5 = 80.  
(10 entries).  
MAY CUP.  
Mr. C. W. May ... 76 - 7 = 79.  
Mr. C. W. May ... 85 - 7 = 82.  
Mr. G. E. Morrell ... 100 - 18 = 82.  
(23 entries).  
\* Winner of Robertson Farewell Cup.  
\* Tie for Pool.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## A ROYAL GIFT.

LONDON, August 20th.  
In the Transvaal Assembly, the motion by General Botha to acquire the Callinan diamond for the purpose of presenting it to the King as a token of loyalty and to commemorate the granting of self government to the Transvaal, was carried.

## MOROCCO.

LONDON, August 20th.  
The Moors attacked the French troops at Casablanca, but were repulsed, suffering heavy losses.

## A SHIPPING LOSS.

LONDON, August 20th.  
The s.s. *Fortunatus*, running between Calcutta and Sydney, has been burnt and abandoned.

## SHIPBUILDERS' TROUBLE.

LONDON, August 20th.  
The shipbuilders' lockout will probably be averted.

## ANTWERP DOCKERS' STRIKE.

LONDON, August 20th.  
The Antwerp dockers' strike has resulted in a deadlock.

## KOREA'S REAL RULER.

Tokyo, August 20th.  
Viscount Ho has arrived here; he was accorded a great official and public reception at the Shinbashi station.

[REUTERS SERVICE.]

## THE TROUBLE IN MOROCCO.

LONDON, August 18th.  
A courier from the tribesman has arrived at Casablanca and presented to General Druce an ultimatum demanding surrender, otherwise a great force of Kabyles will destroy the French. General Druce has not replied. The General considers his position impregnable.

## THE PLAGUE.

LONDON, August 18th.  
The plague has broken out in San Francisco and Southern Manchuria. (2)

## CORRESPONDENCE.

## A FOCHOW INCIDENT.

[TO THE EDITOR OF THE "DAILY PRESS,"]

SIR,—I am much interested by the paragraph you quote to-day from the *Fochow Echo*, about a missionary and a Chinese milkman. Had the missionary given notice of his intention to watch the milking, or if it was the first time he went, how did it happen that the milkman had the acetic acid so handy? By whom was the man well beaten, or by whose orders? And what had the repair of the missionary's tennis court to do with it? Perhaps you may obtain answers from your contemporary. At present the story is tantalisingly incomplete. Yours truly,

ARGUS.

## THE FIRE.

[TO THE EDITOR OF THE "DAILY PRESS,"]

SIR,—I do not notice in your report of the fire at the Naval Yard any grateful tribute to your gallant firemen. I saw them going with the engines. It was an inspiring sight. Drawn by coolies, one policeman and one fireman, one of the engines dashed past at the rate of 3,520 yards an hour. I timed it. My companion, a little shortsighted, took off his hat. He said he thought it was a military funeral. If they had known that the burning sheds contained coal, and the distance they still had to go, they might have gone over a little faster, but I suppose they didn't know. When flying machines supersede motors, I guess your fire bugs will be going in for a team of mules.—Yours &c.,

VISITOR.

## CHINA RAILWAY CONTRACTS.

In the House of Commons Mr. Rees (Montgomery Borough) asked the Secretary of State for Foreign Affairs whether he was in a position to state the result of negotiations with the Government of China relative to their obligations to British subjects in respect of railway contracts.  
Mr. Bannerman (Downbury), who replied, said:—Final contracts have been concluded in the case of two railway concessions—viz. those from Shanghai to Nanking and from Canton to the boundary of Hongkong; and the work of construction is proceeding on the former railway. As regards the remaining British railway concessions, negotiations are still proceeding, and, though progress is slow, His Majesty's Government cannot anticipate that the Chinese Government will fail in the end to respect the obligations which they have incurred in regard to them.

## SUPREME COURT.

Tuesday, 20th August.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE  
(SIR FRANCIS PIGOTT).

## THE DES VŒUX ROAD MURDER.

The trial was resumed of Tam Pin, alias Tam Lam who was charged with the murder of Lo Pak Cheung in Victoria on July 21st, and Lu Sa Kai alias Fui Tsai Kai and Wan Hoi Chi who were charged with aiding and abetting in the commission of the said offence. The Attorney-General instructed by Mr. Morrell, conducted the case for the prosecution, and the Hon. Dr. Ho Kai (instructed by Mr. Master of Messrs. Johnson Stokes and Master) appeared for the defence of the three prisoners.

A number of Chinese witnesses were called, and after Council had addressed the jury the latter retired and after a short absence returned with a verdict of guilty against all three.

Sentence of death was passed.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

## AN INTERESTING ACTION.

Mr. C. J. Tyndale Lee formerly secretary of the Hongkong Institute of Engineers and Shipbuilders, sued the Institute for the recovery of \$65, being compensation for rent of room for thirteen months. Mr. P. W. Goldring acted for plaintiff, and Mr. A. C. Holborow, of Messrs. Deacon, Looker, and Deacon appeared for the defendants.

Mr. Goldring at the outset applied for the deletion of the paragraph in the statement of defence with regard to the manner in which plaintiff had carried out his duties; it was not pleaded by plaintiff.

The Puisse Judge—It will not be raised before me. The whole question is whether he got his room or not; if he did not get his room it is simply a question of damages.

Mr. Holborow—The defendants were always willing to have the plaintiff occupy his room, and it was up to the plaintiff to occupy it.

Plaintiff then entered the box and stated that he had lived at Moreton Terrace since 1905. In April, 1906, he entered into an agreement with the defendants to act as their secretary and manager for \$150 per month and a free furnished room. He gave notice to the Land Investment Company that he intended to vacate the Moreton Terrace house at the end of May and made preparations for the removal of his furniture. On the 1st of May he took up his duties at the Institute, but as Mr. Lesaux, the retiring secretary, had not removed his property from the room at the Institute, plaintiff could not move in. On the following day it rained in torrents and again plaintiff was delayed, and on May 3rd a Committee meeting was held at the Institute when the question of providing a card room for members was raised. The result of the discussion was that plaintiff's room was utilised as a card room, with his consent, subject to compensation being paid for the loss of the room. Some months later he saw Mr. Crake, in his capacity as President of the Institute, and asked him whether it was not time the question of compensation was settled. Plaintiff suggested that \$40 per month would be a fair compensation, but Mr. Crake thought \$25 per month could be added to plaintiff's salary from the beginning of his agreement and that later on, if circumstances warranted it, another \$25 might be added, making the salary \$200 per month. Plaintiff thought the arrangement a fair one, but he had not received anything.

Questioned by Mr. Holborow, Plaintiff said that he understood when he made the agreement that he had to occupy a room on the premises. There was no mention of the discussion regarding the card room on the minutes.

Mr. Holborow—Why is that?

Plaintiff—Well, I don't put down everything that takes place at the meeting. Some were in favour of it; some were against it, and they talked and squabbled about it for I don't know how long. I don't take part in the discussions. I did speak once and was told to shut up, and I have religiously done so ever since. I could give them advice on many things but I don't. They talked so much about it that I got tired of the whole thing. I did not want the room and when they told me I was not to have it, I was very pleased. I had my own house.

Mr. Holborow—Did you say to Mr. Crake that the room was of no use to you?

Plaintiff—No, I did not. What I said was, "I am quite willing to give it up, if you pay me the equivalent of it."

Mr. Holborow—Did the Institute ever refuse to give you a room?

Plaintiff—No. The room was there, but they took it away.

Mr. Holborow—With your consent?

Plaintiff—Yes, with my consent, subject to compensation, remuneration, or whatever else you like to call it. \$150 per month is not much for a man to live on when he has to pay rent.

Mr. Holborow—You have a private income, Plaintiff—Never mind what I have privately, it does not matter a straw to you or anyone else.

Mr. Holborow—Did you ever ask the Chairman at a meeting for compensation?

Plaintiff—Yes, but I was always told "Hush! Don't say anything about it just now." The Institution was always in an extraordinary financial state.

Mr. Holborow—You assisted that financial position?

Plaintiff—No! My accounts were all right up to a cent.

Mr. Holborow—Messrs. Lowe and Bingham's audited your books?

Plaintiff—Yes. They discredited my accounts and said they were not properly summarised.

Mr. Holborow—Didn't you offer to pay Messrs. Lowe and Bingham's clerks extra?



Plaintiff—No. I asked for a little assistance in order to understand how the books should be kept. I did not understand the books. I was quite at sea till Mr. Lennox kindly explained them to me and I was all right then. When I asked the auditors for some assistance they told me, if I wanted to be trained as an accountant, I would have to pay for it. I told them. I could not do that. I defy any one in the world to find a red cent wrong with my accounts.

Mr. Holborn—You were asked to resign weren't you?

Plaintiff—I gave in my resignation.

Evidence was given on behalf of plaintiff as to his having given notice to the Land Investment Company and to his engaging coolies to remove his furniture.

Mr. J. D. Morrison, a member of the management committee of the Institute in May last year, stated he was at the meeting which decided to utilize the secretary's room as a card room, but said he never expressed surprise that Mr. Lee was not to be paid compensation.

This concluded the case for the plaintiff.

Mr. Holborn submitted that plaintiff had failed to establish his case.

The Judge—I think you should call one of your witnesses at any rate. I do not want to non-suit him at once.

Mr. W. A. Crane, President of the Institute, was called. In 1906 he was chairman of the management committee and corroborated the agreement between the parties. When it was suggested that a card room be added to the Institute plaintiff said he did not want the room, but he did not apply officially for compensation until he was about to leave. He had spoken to witness personally.

Mr. Holborn—Was he ever promised compensation by the management committee?

Witness—No.

Mr. Holborn—Had Mr. Lee wanted it, he could have had the room?

Witness—Yes, at any time he could have had it.

Mr. Goldring—Did you say that if Mr. Lee had not brought this action he would have got compensation? Was it not the intention of the committee to give him compensation?

Mr. Crane (answering the first question)—With this reservation: I said that if he concluded himself properly as manager he would get compensation. At one time it was contemplated to give him compensation.

Mr. Goldring—By the management committee?

Mr. Crane—No. By some of the members personally.

Mr. Holborn—What were the conditions?

Mr. Crane—First, if the Institute could afford it, and second, if he gave satisfaction. When it came before the committee it was unanimously decided not to give him anything.

The Judge—That was after he left?

Mr. Crane—Yes.

Mr. T. Skinner, chairman of the management committee, said that he was at the meeting in May, after which Mr. Lee stated that he was pleased that he was to remain in his own quarters, as it would suit him better. Nothing was said about compensation.

To Mr. Goldring—The question of compensation was not raised as far as he was aware until plaintiff was about to leave and the committee decided not to give him anything.

The Judge said there was no doubt that plaintiff intended to take possession of his room at the outset, the only question being whether he relinquished the room with or without compensation. The point was never officially raised until plaintiff was about to leave, and in the opinion of the Judge, plaintiff had waived his right to compensation.

Judgement would, therefore, be for the defendant, with costs.

## GOVERNORSHIPS OF COLONIES.

In the House of Commons on July 16th, Mr. Watt asked the Under-Secretary of State for the Colonies why military men were appointed to Governorships of Colonies, what were the duties which they performed in the Colonies which were suitable for that profession; and whether he would in future consider the necessity of appointing commercial or business men to these positions.

Mr. Churchill: A considerable proportion of the governorships has been held and I hope always will be filled by civilians; when a military man is appointed to a Governorship the particular individual is fully qualified to perform the general duties of government. If the member will be good enough to look into the subject, he will find that in many instances the Governor also holds a commission as Commander-in-Chief, and also that in certain instances the governorship is of a distinctly military character, as in the cases of Malta, Gibraltar, and Bermuda, which were appointed to the Secretary of State for War. For further information I would refer my hon. friend to a detailed reply which I gave to the hon. member for Bath at recently as June 20 last.

## WEATHER REPORT.

On the 20th at 11.55 a.m.—The barometer continues to fall slowly over Luzon, Formosa and the Loochoos. It has risen slightly to moderately over N. China and N.E. Japan. The low pressure trough is still lying over the N. part of the China Sea and the Pacific to the E. of N. Luzon. Probably a depression exists in the N.E. of Luzon.

Pressure is high, about 0.1 inch in excess of the normal, over S.E. Japan, and below the average by about 0.2 inch in Manila, and by 0.1 inch over S. Formosa and the Loochoos.

Moderate or fresh N.E. winds may be expected in the Formosa Channel and light or moderate N.E. winds along the Northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

N.E. winds, light or mod'to fair.  
Hongkong & Neighbourhood  
N.E. winds, mod'to fresh.  
Formosa Channel, Same as No.1.  
South coast of China between Hongkong and Loochoos  
South coast of China between Hongkong and Hainan, Same as No.1.

## HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on August 20th at the Board Room. The Hon. Dr. J. M. Atkinson (President) presided, and there were also present Hon. Mr. W. Chatham (Vice-President), Dr. F. Clark (Medical Officer of Health), Dr. H. Macfarlane, Assistant Medical Officer of Health, Mr. E. D. C. Wolf (Registrar-General), Hon. Mr. E. A. Hewett, Mr. A. Shotton Hooper, Mr. H. Humphreys, Mr. Lau Chu-pak, Mr. Fung Wachau, and Mr. G. A. Woodcock (secretary).

### KOWLOON POINT MARKET.

In reply to letters from the Secretary of the Board, conveying the unanimous resolution of members that provision be made in next year's estimates for the provision of a market at Kowloon Point for the sale of European food, the Colonial Secretary stated that the question had been reserved for consideration with the estimates in September.

The Registrar-General intimated that the non-Chinese population of Kowloon was 895 in October, 1906, when the Government promised to prepare a scheme, and it was now 2245; in 1901 the European population was 668, and it was now 1447.

### VEGETABLE MARKET AT YAU-MAT.

The reply from the Government relative to a vegetable market at Yau-mat signified approval of the Board's recommendation, and asked if it was intended to place a roof over the structure. The matter was referred back to the Assistant Medical Officer of Health for further information.

### SECTION 175.

A reply was received from the Colonial Secretary stating that the case of the houses No. 112, Wing Lok Street, and No. 320, Des Voeux Road Central had been considered and it had been decided that it was not advisable to grant exemption.

Mr. SHOTTON HOOPER intimated—I cannot believe that H.E. the Governor-in-Council could have been in possession of all the facts of this case, when he refused to approve of the recommendation of the Board who voted against it.

The President intimated—I should be noted that, although there was only one member of the Board who voted against it, there were only three members who voted in favour of the motion.

The President—The letter from the Government states that it was decided by the Governor-in-Council that it was not advisable that the application should be granted, and the case must go on.

Mr. HOOPER—Sir, I beg to move that this matter be referred back to H. E. the Governor-in-Council. As intimated by me, I am sure that he was not in possession of all the facts. So far as the facts are set out in these documents, there are two members of the Sanitary Board who are members of the Executive Council. One voted against it at this table. You were evidently not convinced, Sir, that there was any reason why the exemption should be granted because you did not vote against it.

The President—It does not follow at all.

Mr. HOOPER—Quite so. I take it you would have taken a different attitude. I feel so strongly upon this case that I visited the premises yesterday, and I can safely say that a more sanitary Chinese building I have not found in this Colony. It is 100 feet long and has a frontage to two streets of 15 feet. Its boundaries extend to two streets of 130 feet, and it is open to the air. With regard to the recommendation that a backyard should be opened there, the effect would be to convert a sanitary building into an insanitary one. I don't think I ever knew a more flagrant case in which it would be an abuse of the powers conferred on this Board if we don't recommend exemption. (Mr. HOOPER—Hear, hear.) I have made inquiries to-day and I find it would be distasteful to His Excellency the Governor-in-Council if the matter is referred back.

The Hon. Mr. HEWETT—I know the property very well and I entirely endorse Mr. Hooper's statement. It is most unreasonable to ask the owner to open up his backyard. I have much pleasure in seconding Mr. Hooper's resolution that that case be referred back to His Excellency the Governor-in-Council.

The resolution was carried, and the President and Mr. Hooper voted against it.

Mr. HOOPER—Did you vote against it, Mr. President?

The President—Yes.

Mr. HOOPER—I would ask that the votes be recorded.

The President—Certainly.

### DRAFT ESTIMATES.

The draft estimates for the Sanitary Department for the year 1908 were submitted. Under the heading of personal emoluments the total shown was \$219,655 as the approved estimate of 1907 as against \$219,640, the estimate for 1906. Under the heading of other charges, which included the expenses for the Sanitary Staff the total of \$455,239 was shown as the amount of the approved estimate for 1907 as against \$446,393, the estimate for 1906.

The President—I would draw the members' attention to the fact that there are several alterations in these estimates, that is to say, the estimates for 1908 as compared with those for this year. There are small savings under various sub-heads which I can inform you of, if you wish it, but the total alterations effect a saving of \$8,241 and, in addition, provide for two inspectors on the estimate for next year. One market inspector has been omitted, and his place has not been filled. These are practically the whole of the alterations.

Mr. HOOPER—There are just one or two questions I want to ask to make the estimates a little more explicit. What is item on page 71 under Veterinary Staff—allowance to supervise dogs in quarantine station? What does this mean? Is it a new officer created this year?

The SECRETARY—Formerly dogs were kept at the quarantine station at Kowloon, and the ground was wanted for the railway works. Now the quarantine station is at Kennedytown, but the watchman who was formerly in charge has not been transferred, a first class inspector has been appointed to look after the dogs and receiving the same amount of salary as the watchman was allowed.

Mr. HOOPER—He supervises the feeding?

The MEDICAL OFFICER OF HEALTH—Yes.

Mr. HOOPER—Are many dogs impounded in the course of a year?

The MEDICAL OFFICER OF HEALTH—I can't say now. There are none at the present moment.

The President—I know a fact that there are dogs at times, and they must be watched. One was sent there supposed to be suffering from hydrophobia.

Mr. HOOPER—I take it that anything we object to here must be done by amendment?

The President—To be in form I will move the adoption of the estimates by the Board.

Mr. HOOPER—I beg to propose an amendment, and that is that the sum allowed for the inspector of markets be struck out entirely. There is a note in the estimates stating that the market inspector has been done away with, leaving one. The Commission recommended the abolition of the office of inspector of markets as they considered that office altogether useless, and that the work could be carried out by the other inspectors. I move that the item be struck out.

The President—I think it would be just as well to inform you before you put that to the meeting that this inspector, required for that work, is in charge of the slaughter house at the depot in Kowloon which is now Government property. I think it is absolutely necessary that there should be an inspector of markets.

Hon. Mr. HEWETT—Do we understand that practically means the making of another senior inspector at Kowloon?

The President—Not a senior, a first class inspector.

Mr. HOOPER—He is down under inspector of markets, and I take it that duties are laid down in the standing orders for inspectors of markets. There he holds dual appointment.

The President—It is a departmental arrangement. He inspects the markets on this side and is in charge of the depot since the Government handed them over to the Board.

Mr. HOOPER—My point is that we don't want an inspector of markets here and the abolition of that post was recommended by the Sanitary Commission, it is not being considered necessary. The work can be done by a senior inspector. I do not see in reference to our report any proposal to abolish that post, that we should not pass that on for his salary.

The Registrar-General—In that case another inspector would have to be allowed for. It would not make any difference if the man was not called by that name. If this inspector was cut out I understand another inspector would have to come in.

Mr. HOOPER—Not of markets.

The Registrar-General—But he will be an inspector of markets.

Mr. HOOPER—What he thinks is that a senior inspector on that side can attend to the slaughter house work. We don't want any man paid as inspector of markets on this side or the other.

Hon. Mr. HEWETT—Sir, in seconding the amendment I would remind you of the recommendation made by the Sanitary Commission, and that was that the inspectors of markets should be abolished, but that was only part of a very much larger scheme. Our suggestion to the Government was that a whole reorganisation of the service should be carried out; that senior inspectors should be abolished, and district inspectors, if necessary, given smaller districts and communicate direct with the Medical Officer of Health or the district or departmental engineer as required. There should be more junior and responsible officers such as the Medical Officer of Health and the engineer, and less juniors. I second Mr. Hooper's amendment because I consider, after spending several years on the Board and very nearly a year in close consideration of the workings of the department that the only proper way improvement can be carried out is by the lines laid down by the Commission. The amendment on being put to the vote was carried.

Mr. HUMPHREYS—I would like to point out that under Plague Staff there are a large number of former soldiers and coolies apparently getting large salaries from the department. It seems to me quite necessary that these men should be permanently engaged, and in a year like this when there is practically little or no plague at all the men have nothing to do and the Colony is losing a certain amount of money. I think, if you agree, that that might be deleted also.

The President—The permanent plague staff, I might point out, is maintained in accordance with a recommendation of Professor Simpson, who pointed out that it was necessary to get the necessary work in connection with plague done. And they are not idle, but other things employed if there is no epidemic existing. That has been laid down in the plague procedure submitted to the Board.

Mr. HUMPHREYS—If they have plenty of work to do, that is another matter.

Hon. Mr. HEWETT—With regard to the estimates generally, I should like to make a few remarks. In the first case Mr. Hooper directed attention to the payment of \$120 to a man to supervise the refuse for dogs and the slaughter house. I can say for my part that the police superintendent is not here or wherever the authorities are, are fully remiss in the manner in which they look after stray dogs in the Colony. It very rarely happens since I have been here that I have not had one stray dog I have been feeding, and not infrequently I have caught dogs and taken them to the police station—many, miserable dogs that ought to be destroyed. I think more attention ought to be paid to these animals, for the most horrible death anybody can suffer is hydrophobia.

With regard to Mr. Humphreys' remarks, I beg to remind him that the Sanitary Commission in making their report gave special attention to the question of plague, and the only conclusion we could come to was that the condition of plague in the Colony was so varied that it is absolutely necessary to have a certain amount of trained men to deal with it, and that being so, it is necessary to keep these men. With regard to the general question of the estimates, I take it that these estimates solemnly placed before us have been officially put before the Board in consequence of an understanding practically entered into by the Government when this paper was laid on the table of the Legislative Council on the 13th June this year. This paper purports to deal with the various points referred to in the report of the Public Health and Buildings Ordinance Commission. Coming to the question of the estimates, paragraph 255 of that report it was recommended that the Board should have full opportunity of discussing the estimates before they were sent to the Government. His Excellency the Officer Administering the Government was graciously pleased to state that this was agreed to. With regard to the remark about market inspectors, it is difficult to deal with a question of this sort in detail; the recommendations of the Commission dealt with the department as a whole.

The President—There is one correction I must make. I would draw your attention to the fact that the estimates have always been placed before the Board while I have been President.

Hon. Mr. HEWETT—I beg your pardon, Sir. We had in evidence from your town clerks and yourself before the Commission that the estimates may or may not have been placed before the Board as a matter of courtesy.

The President—What I have said is simply a fact which, I think, I am prone.

Hon. Mr. HEWETT—One year to my certain knowledge the estimates were not placed before the Board.

The President—I was not here.

Hon. Mr. HEWETT—Another year they were placed on the table, we were given no opportunity of considering them and asked to pass them for a large sum of money, and when I presented you informed me that it was necessary to pass the estimates at the moment because they required to be passed by the Legislative Council at an early date. After some discussion the unofficial members were able to arrange that they should be postponed for a week. For some years it was certainly not considered necessary to submit the estimates to the Board, and as the Commission were officially informed on several occasions the officials did not consider it necessary after 1903 to submit the estimates to the Board. They are submitted to-day in accordance with the concession granted by the Officer Administering the Government in consequence of the report of the Sanitary Commission, but the estimates put before us are not worth the paper they are written on. We considered that the control of the department was going to be put in the hands of the Board, and that being so the Board would have known all the details. We have some six or seven pages of figures, but practically no estimation put before us, and we are asked to vote nearly half a million dollars, about fifteen per cent. of the total revenue of the Colony. Speaking both as a member of the Commission and a public man, it is only reasonable to suppose that when estimates for the year involving a large amount of detail have to be placed before the Board some sort of statement should be given. We have no budget statement at all.

The President—You have footnotes at the bottom.

Hon. Mr. HEWETT—The footnotes at the bottom are worth practically nothing. Speaking as a business man of thirty years' standing I fully refuse to pass them. I have no objection to them being there, but I have no objection to the Board, particularly the unofficial members, know nothing about the changes taking place in the staff which should be in the hands of the Sanitary Board. We know nothing as to what all those items mean. We have rows of figures put before us and are asked to vote upon them. Even supposing the officials responsible for these estimates have not prepared a statement it is customary to have a budget statement. I repeat what I have already stated that the figures from a business point of view are worthless. Another point is that the unofficial members were appointed by the last Governor and we consider them as representatives of the public we have an equal footing with the officials and should be kept informed of the working of the department. That information has been denied us. We know nothing except the meagre trivial details laid before us from time to time in the manner in which the Government intend to deal with the report of the Sanitary Commission, but I will say this for them. They are perfectly frank. H.E. the Officer Administering the Government opens up a new scheme by saying it is not proposed to recommend the adoption of the report for the following reasons. I submit most of these reasons are extremely weak. As a member of the Board and as we are now called upon for the first time to pass the estimates I wish to record my most earnest protest against our being called upon to vote upon estimates of this sort in such a manner. We consider that if our time is wasted anything at all, if our presence at this Board is justified in the least degree we should have a proper say in the full management of the department. These were the conditions on which we joined. It was only when we were informed by your town clerks that we learned for the first time that we now believe to be the case that the passing of Ordinance 23 of 1903 took away that power. This presentation of the draft estimate is a step which I absolutely refuse to accept. I say we want to consider the estimates but I want to be in a position to consider them intelligently and from a business point of view. I for one shall refuse to vote on the estimates at all.

Mr. HOOPER—I take a different view to my official colleague as to the duty we are called upon to do to-day. The Government have sent to the estimates and I think we should express our opinion upon them. In doing so and in voting for the estimates as they are prepared I do so on the distinct understanding that the Government are seriously considering how best to give effect to the views of the Commission. I am quite willing to admit that the report of the Commission has not been their chief object sufficiently long to time when they have the hands of the Secretary of State to legislate with a view to giving effect to the recommendations of the Commission. Therefore I vote to-day in distinct understanding that I do not in any way depart from the recommendations of the Commission. The staff to which I was a party. The Government are placed in the position that they must have some estimates to go to the Secretary of State for each department. I should like to see the Secretary of State with the views I have expressed.

On the vote being taken the Hon. Mr. Hewett & Messrs. Humphreys and Lau Chu Pak refrained from voting, this action being recorded.

The estimates were then passed.

### KOWLOON SLAGHTER HOUSE.

A further application was received from the Beef and Pork butchers living in Kowloon Slaughter House, asking the Government to find a site for the new slaughter house nearer to the sea than the present site.

The Vice-President intimated that the distance from the proposed slaughter house to Yau-mat was slightly over 2 miles by the existing roads and could be considerably shortened by the construction of other roads in the future.

To be considered.

### CUBICLE ACCOMMODATION.

The question raised by the Secretary as to whether the information that modifications were suggested should be sent to the tenant or the owner having been referred to a committee, that committee now recommended that the owners should be informed of the proposed modification.

Correspondence relative to cubicle accommodation in Kowloon was submitted; a bulky report was presented by Dr. Macfarlane in which 744 houses containing 236 floors were dealt with. He pointed out that the accommodation of the floors varied from seven to sixteen persons per floor, and the usual number was ten or eleven.

To house this number of persons it appeared useless from a practical point of view to allow less than three subdivisions per floor, and this number had been recommended, where possible. The total number of floors was 2366, the number for which an exemption was recommended was 1665, the number of floors for which no cubicle accommodation was recommended was 501, and there were no floors for which more than one cubicle per floor was recommended.

Correspondence relative to cubicle accommodation in the City of Victoria was submitted, in which the survey record of the work done by Mr. Carter was shown.

Referred to a committee.

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### THE TANK QUESTION.

The tenant of 13 Wing On Street applied for permission to retain a water tank in the back yard which the Sanitary Board had ordered to be removed.

The MEDICAL OFFICER OF HEALTH intimated—I think a legal notice should be served for the removal of this tank. I found the water dirty, the yard is a very small one, and the applicant tells me only three men live on the ground floor, so it is absurd to suppose a tank is necessary.

Mr. HOOPER—What is the size of the yard?

Hon. Mr. HEWETT—Why should this tank exist? Is it required for the purposes of a special business?

Application refused.

Chun Yan, the occupier of 31 Gage Street, also applied for permission to retain a tank in the yard of his house. In his letter of application he stated that on the 12th instant he was prosecuted and fined \$7 for having a tank in his yard but it had been in existence for the last five years and about two years ago, acting on the advice of the then Sanitary Inspector, a meter was fixed to it to mark the consumption of water. His shop being used as a restaurant, a tank for the storage of water was indispensable, especially during the winter months when the supply from the mains was intermittent. The tank was about 3 feet 6 by 5 feet 4 and did not obstruct light or ventilation in any way. As the removal of the tank meant the ruin of his business he trusted the Board would grant him permission to retain it.

Mr. HOOPER—I recommend that the applicant be asked to attend before the Board and substantiate his statement that a water meter was fixed on the advice of the Sanitary Inspector.

Mr. LAU CHU-PAK—I think it would be better for the Secretary to ascertain from the petitioner what the Inspector told him to put on if it was not a meter as pointed out by the Water Authority. In my opinion tanks for trade purposes should be allowed to remain. In this case the removal means the ruin of the man.

Application refused.

### OVERCROWDING.

The Officer in charge of this work reported that during the month of July there were 24 prosecutions in respect of overcrowding, and the magistrates ordered 171 persons to vacate certain premises.

For the week ending 20th July the death rate of the whole Colony at a rate of 1000 per annum was 24 per cent. against 21 per cent. for the corresponding week of last year.

### MORTALITY STATISTICS.

At the beginning of the week Captain W. A. Valentine changed over from the command of the *Poacan*, on the Canton run, to the *Macao* steamer *Sui* as vice Captain Grainger who succeeds Captain H. L. Bak as captain of the *West River* steamer *San U*. Captain Black is now in command of the *Poacan*.

### SUGGESTED SCOTTISH SHIP CANAL.

Details of a scheme for a national ship canal to unite the Forth and the Clyde were given before the Canal Commission by Mr. Stevenson, a firm of Edinburgh civil engineers. He said the proposed route would be to the south of Stirling, across to Loch Lomond, cutting through the high ground, then up Loch Lomond across to Loch Long and out into the Clyde. Vessels going to Glasgow would go down Loch Long and up the Clyde, and those to America or Liverpool straight down the river. They proposed to make the canal 100 ft. wide and 3 ft. deep, on account of battleships. The estimated expenditure was seventeen millions, with 250,000 a year for maintenance. The Loch Lomond route was the only one which would interest the Admiralty for the use of battleships.

### CELANO LEVIATHANS.

In the matter of big and showy passenger steamers the German line has taken especially if regard be had to the relative extent of their merchant fleet. Thus *Lloyd's Register* now credits the German flag with thirty-one steamships of over 10,000 tons, or an increase of four. Great Britain, on the other hand, owns fifty-seven, or an advance of five. If, however, speed is taken into account, the position is more favourable for the latter. Leaving out of the reckoning the two new *Queen Mary* and all the swift cross Channel boats, but including the *P. & O.* steamer *"Isis"* and *"Oasis"*, which carry the mails between Brindisi and Port Said, Great Britain is credited with nine steamers of twenty knots and upwards, as against Germany's four. The new *Queen Mary* will give us a total of eleven, and the *"Kronprinzessin Cecilie"*, the new Norddeutscher express boat, will bring the German total to five.

### TRADE AND SHIPPING RATES.

A meeting was held at the Manchester Town-hall last month convened by the Lord Mayor, to consider the possibility of forming an association for the protection of the interests of those engaged in the importing and exporting of goods from the district. It was attended by a large and representative gathering of typists and commercial men. The Lord Mayor said the day had passed when they as Britons could afford to imagine that they had the entire trade of the world. There were other people besides themselves, and if they were to maintain the high position they held at present, it was only by being over on the watch, and arranging their trade and shipping and commerce generally in harmony with the times in which they lived. Shipping and railways trade should be so framed as to secure and increase trade, and goods made and manufactured in England should, as far as possible, be carried in English ships. The interests of the shipowners and merchants were really identical, for both bodies were intensely interested in the development of the over-seas trade of the country. Mr. E. B. Trevin, chairman of the

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London Australia Merchants' Association, said the first subject of an association of merchants and shippers was to get proper treatment from shipowners. The London association, which was a powerful body, found that the shipping, with them on something like terms of equality, Mr. O. W. Macrae moved that it would be of great advantage to the merchants and manufacturers engaged in the importing and exporting trades of the district of which Manchester is the centre to form a powerful association for the purpose of developing British over-sea trade and for negotiating, as a united body with combinations of shipowners in order to secure the observance of just and equitable principles with regard



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Hongkong, 22nd December, 1903.

## INTIMATIONS

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**THE NORDDEUTSCHER LLOYD, BREMEN**, beg to intimate that, for sailings on or after this date, the **PASSENGER RATES** from the Straits, China and Japan will be **SUBJECT** to a **SURTAUX** of 10 per cent.

**NORDDEUTSCHER LLOYD, MELCHERS & CO.**

General Agents for Hongkong & China. Hongkong, 17th August, 1907. 1362

## NOTICE TO PASSENGERS.

**THE** Directors of the **Messageries Maritimes**, Paris, beg to intimate that, for sailings on or after this date, the **PASSENGER RATES** from the Straits, China and Japan will be **SUBJECT** to a **SURTAUX** of 10 per cent.

By Order, **G. DE CHAMPEAUX,** Agent. Hongkong, 17th August, 1907. 1363

## NOTICE TO PASSENGERS.

**THE** Directors of the **P. & O. S. N. Co.**, London, beg to intimate that, for sailings on or after this date, the **PASSENGER RATES** from the Straits, China and Japan will be **SUBJECT** to a **SURTAUX** of 10 per cent.

By Order, **E. A. HEWETT,** Superintendent. P. & O. S. N. Co. Hongkong, 17th August, 1907. 1361

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**T. J. ELDRIDGE,** Acting Coast Inspector. Coast Inspector's Office, Shanghai, 13th August, 1907. 1373

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**Hongkong, 4th October, 1903.**

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**THE** DIVIDEND declared for the Half Year ending 30th June, 1907 at the Rate of One Pound Fifteen Shillings per Share of \$125 is payable on and after MONDAY, the 19th day of August, 1907 current, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Board of Directors, **J. R. M. SMITH,** Chief Manager. Hongkong, 19th August, 1907. 1360

**HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

**THE** DIVIDEND of 8% per Share for the Six Months ending 30th June, 1907, declared at Monday's Ordinary Half-Yearly Meeting, will be payable at the premises of the Hongkong & Shanghai Banking Corporation, on and after TUESDAY, the 20th August, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings, New Praya.

By Order of the Board of Directors, **THOS. I. ROSE,** Secretary. Hongkong, 20th August, 1907. 1369

**THE ON TAI MARINE INSURANCE COMPANY, LIMITED.**

**(In Liquidation).**

**FINAL RETURN OF CAPITAL.**

**NOTICE** IS HEREBY GIVEN that I have declared a **FINAL DIVIDEND** of \$1.60 per Share in respect of the above Company, payable at the Office of Messrs. PERCY SMITH and SETH, No. 5, Queen's Road Central, on and after MONDAY, the 26th instant, between the hours of 10 A.M. and 1 P.M. No return of Capital will be made without the Share Certificate being first produced.

**J. HENNESSEY SETH,** Liquidator. Hongkong, 20th August, 1907. 1368

**NOTICE.**

**SCRIP** Certificate No. 9, marked WONG, bearing date the 27th March 1899, for Five Shares numbered 344/345 and registered in this Company in the name of **HO POON SHEK** of Hongkong has been **LOST** and it is the expiration of Two Months from the date hereof the above document be not forthcoming, a New Scrip Certificate will be issued to the said Mr. Ho Poon-Shek and thereafter no other scrip will be acknowledged by this Company.

Dated the 12th day of August 1907.

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**COLD STORAGE.**

**THE HONGKONG ICE COMPANY, LTD.** have now 40,000 Cubic Feet of Cold Storage available at HART POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods. **WM. FARLANE, Manager.** Hongkong, 18th November, 1901. 47

## TO LET

## TO LET.

**NOS. 2 and 5, ORMSBY TERRACE,** Kowloon. Cheap rent. Apply to—**SPANISH DOMINICAN PROCUATION.** Hongkong, 1st August, 1907. 1114

## TO LET.

**NOS. 3 and 4, OBSERVATORY VILLAS,** Kowloon. Moderate Rental. Tennis Court and Electric Lights. No. 44, ELGIN STREET, 6 Rooms with front and back Verandahs. From 1st July. "CHERUB VILLAS." Cheap Rental. Near Observatory Villas. Apply to—**ARRATTON V. APOAR & CO.,** 45, Wyndham Street. Hongkong, 20th June, 1907. 860

## TO LET.

**NOS. 2, MACDONNELL ROAD.** Apply to—**COMPRADORE'S DEPARTMENT,** Nippon Yusen Kaisha. Hongkong, 3rd June, 1905. 197

## TO LET.

**ONE FOUR ROOMED HOUSE** at Praya East, near East Point. Apply to—**JARDINE MATHESON & CO., LTD.** Hongkong, 24th June, 1907. 1104

## TO BE LET OR SOLD.

**WITH POSSESSION FROM 1st JUNE—** IN WANCHAI ROAD. **GODOWN**, built of brick, with tiled roof, just thoroughly repaired, about 4000 square feet space, concrete flooring. Sa table for storage of any kind of merchandise. Apply to—Care of "Daily Press" Office. Hongkong, 3rd May, 1907. 870

## TO LET.

**NOS. 2, HOLLYWOOD ROAD, and No. 51, POTTINGER STREET.** Apply to—**ARRATTON V. APOAR & CO.,** 45, Wyndham Street. Hongkong, 2nd March, 1907. 491

## TO LET.

**"GLENWOOD"** CAINE ROAD, suitable for a Boarding house or Club. Containing 23 Rooms. **BEACONFIELD ARCADE**, Fine Offices and Dwelling Rooms. No. 15, QUEEN'S ROAD CENTRAL, Top Floor (over Clock Book MacGorger). OFFICES in Queen's Road Central. **BELLIS TERRACE HOUSES,** ROBINSON ROAD. No. 6, CAMERON VILLAS (PEAK). Furnished. Cheap rent. For September and October. No. 6, DES VEAUX VILLAS (PEAK). No. 2, BEACONFIELD ARCADE. Apply to—**LINSTEAD & DAVIS,** 3rd Floor, Alexandra Buildings. Hongkong, 9th August, 1907. 1102

## TO LET.

**A HOUSE** in KNOTSFORD TERRACE KOWLOON. Apply to—**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.** Hongkong, 1st August, 1907. 192

## TO LET.

**"STONHEVED"** 35, Robinson Road. No. 52, CAINE ROAD. Nos. 27, 23, 31 and 33, SEYMOUR ROAD. Apply to—**SAM WANG CO., LTD.,** 81, Queen's Road Central. Hongkong, 22nd July, 1907. 1103

## TO BE LET.

**AS** from the 1st August next, No. 5, MORRISON HILL. Apply to—**Messrs. JARDINE, MATHESON & Co., Ltd.** Hongkong, 1st July, 1907. 1151

## HOTEL TO LET.

**OCCIDENTAL HOTEL**, at Kowloon as a going concern for lease on very easy terms, either whole or in part with 35 Bedrooms, most completely and comfortably furnished. Electric Lights and Fans installed. Two public Bars and Billiards. Has been conducted as a First Class Hotel. Proprietor is willing to go shares with the lessee. For Further Particulars, apply to—**H. RUTTON-JEBB,** No. 5, D'Aguiar Street. Hongkong, 9th August, 1907. 1316

## TO LET.

**"BERIL"** No. 1, GARDEN ROAD, KOWLOON. Containing 8 Rooms and Garden. Possession 1st June, 1907. Apply to—**H. M. H. NEMAZEE.** Hongkong, 29th May, 1907. 992

## TO LET.

**ONE OFFICE-ROOM** on Second Floor PRINCE'S BUILDINGS. Apply to—**REUTER, BROECKELMANN & Co.** Hongkong, 23rd April, 1907. 735

## TO LET.

**"HATHERLEIGH,"** CONDUIT ROAD. No. 1, RIFON TERRACE, BONHAY ROAD. OFFICES in KING'S BUILDING and YORK BUILDING. GODOWNS in PRATA EAST. A HOUSE in CLYTON GARDENS, Conduit Road. FLATS in MORRISON TERRACE. Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.** Hongkong, 1st August, 1907. 1160

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## SHIPPING.

## ARRIVALS.

AIKOKU MARU, Japanese str., 2,466 T. Yoshi-  
hara, 19th August—Moji 11th August.  
Compt. Mitsui Bussan Kaisha  
ANGELIN, German str., 1,168 T. Kumpel, 20th  
August—Bangkok 9th August, Rice—  
Butterfield & Swire.  
CHUYEN, Chinese str., 20th August—Canton.  
KNIVSBERG, German str., 646 T. Kayser, 19th  
August—Macao 19th August—Jobson &  
Co.  
RUM, British str., 1,611 T. R. W. Almond, 19th  
August—Manila 17th August, General—  
Sheehan, Tomes & Co.  
YUCHI-W, British str., 20th August—Canton.  
YUEN-SAN, British str., 1,128 T. Meyrick, 19th  
August—Manila 17th August, General—  
Jardine, Matheson & Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
20th August.  
Anglo, German str., for Hallow.  
Belvedere, British str., for Nagasaki.  
Bouquet, German str., for Swatow.  
Fukushima Maru, Japanese str., for Swatow.  
K. Isberg, German str., for K. C. Wan.  
Kiangong, British str., for Saigon.  
Luzon, British str., for Saigon.  
Nishiki Maru, Japanese str., for Moji.  
Sado Maru, Japanese str., for Singapore.  
Tsunichi, Dutch str., for Batavia.

## DEPARTURES.

20th August.  
Anglo, German str., for Hallow.  
Hallow, British str., for Swatow.  
Hanoi, French str., for Hallow.  
KAKOSHIMA MARU, Japanese str., for Singapore.  
LOCK SUN, German str., for Bangkok.  
SALAZAR, French str., for Europe, &c.  
SHINANO MARU, Japanese str., for Shanghai.  
SHINJO MARU, Japanese str., for Saigon.  
SIAM, British str., for Shanghai.  
SLAVONIA, German str., for Shanghai.  
TEAN, British str., for Manila.  
TRANQUER, Danish str., for Shanghai.

## SHIPPING REPORTS.

The British str. Yuen-yang reports fine  
weather throughout.  
The British str. Rudi reports light breeze  
and overcast with heavy rain to lat. 20 deg. 30  
deg. N. thence to port milder N. E. breeze  
and sea with fine clear weather.

## VESSELS IN DOCK.

August 20th.  
ABERDEEN DOCKS.—  
Kowloon Dock—Vigilante, Glenfury,  
Hercules.  
COSMOPOLITAN DOCKS.—Harbour.

## VESSELS PASSED ANJEL.

July 16, Dutch str. Rindjani, 6600 Tons, June  
22, from Rotterdam, for Batavia.  
July 27, Dutch str. Pyrrhus, 1,000 Tons, July  
27, from Batavia, for Djibouti.  
British str. Islander, Wright, July 26, from  
Christians Island, for Singapore.  
Dutch str. Ruyter, Collier, June 7, from  
Amsterdam, for Batavia.  
July 28, Dutch str. Ambura, Haas, July  
28, from Batavia, for Djibouti.  
July 28, Swedish str. Halvar, Knafve, June  
17, from Bangkok, for Amoy.  
Aug. 2, Dutch str. Clan Macmillan, Simpson,  
from East London, for Batavia.  
British str. Schola, Brown, July 23, from  
Colon, for Batavia.  
Aug. 1, British str. Hatterpool, from Alexan-  
dria.  
British str. Islander, Wright, Aug. 2, from  
Singapore, for Christmas Island.  
British str. M. B. Driscoll, Maciver, May  
14, from New York, for Bangkok.  
British str. L. L. Lachill, Jarvis, May 1, from  
New York, for Hongkong.  
British str. L. L. Lachill, Jarvis, May 1, from  
New York, for Whampoa.  
Aug. 5, British str. Irish Monarch, Graham,  
from Australia.

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND  
CALCUTTA.

## THE Steamship

"CATHERINE APCAR"  
Captain W. D. A. Thomas, will be despatched for  
the above Ports TO-MORROW, the  
22nd inst., at Noon, instead of as previously  
advertised.  
For Freight or Passage, apply to  
DAVID SASSOON & Co., Ltd.,  
Agents.  
Hongkong, 21st August, 1907. 1358

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AMOY AND FOCHOW.

## THE Company's Steamship

"HAITAN"  
Captain J. S. Roche, will be despatched for  
the above Ports on FRIDAY, the 23rd  
August, at 1 p.m.  
For Freight or Passage apply to  
DOUGLAS STEAMSHIP & Co.,  
General Managers.  
Hongkong, 20th August, 1907. 1374

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"ARCADIA"  
Captain A. L. Valentini, carrying His  
Majesty's Mail, will be despatched from  
this for Bombay &c. on SATURDAY,  
the 24th August at Noon, taking  
passengers and cargo for the above ports  
in connection with the Company's s.s.  
"MORDANIA," 9,500 tons, from Colombo,  
passengers' accommodation in which vessel  
is secured before departure from Hongkong.  
Silk and Valuables, all cargo for France and  
Tea for London (under arrangement) will be  
transhipped at Colombo into the mail steamer  
proceeding direct to Marseilles and London,  
other cargo for London, &c. will be conveyed  
from Bombay by the H.M.S. "Eurytus,"  
due in London on 6th October, 1907.  
Parcels will be received at this Office until  
4 p.m. the day before sailing. The content  
and value of all packages are required.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 16th August, 1907. 1

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked  
"k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL...	ARCADIA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 24th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SUNDA	Brit. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	About 28th inst.
MARSEILLES, &c. VIA PORTS OF CALL	POLYNESIAN	Frenc. str.	—	Broc	MESSAGERIES MARITIMES	On 3rd Sept., at 1 p.m.
MARSEILLES, HAVRE & COPENHAGEN.	TEANQUEBAR	Dan. str.	—	Habel	MELCHERS & Co.	Middle of September.
HAVRE & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.	k.w.	Wunsberg	HAMBURG-AMERIKA LINIE	On 23rd inst.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON &c.	ELATONIA	Ger. str.	k.w.	H. Kirsner	HAMBURG-AMERIKA LINIE	On 17th September.
NAPLES, PLYMOUTH, HAVRE & HAMBURG.	P. R. LITTELD	Ger. str.	—	Filler	MELCHERS & Co.	On 28th inst., at Noon.
TRIESTE, &c. VIA SINGAPORE, &c.	HABERGO	Ger. str.	k.w.	A. Blaffer	HAMBURG-AMERIKA LINIE	On 4th September.
DURBAN	AUSTRIA	Aus. str.	—	Maria	GIBB, LIVINGSTON & Co.	About 20th inst.
NEW YORK	HELIOPOLIS	Brit. str.	—	—	SHEWAN, TOMES & Co.	On 23rd inst.
BOSTON & NEW YORK	ABERLOUR	Brit. str.	—	—	DODWELL & Co., Ltd.	On 7th September.
VANCOUVER VIA SHANGHAI JAPAN, &c.	SATSUMA	Brit. str.	—	—	DODWELL & Co., Ltd.	On 14th September.
VICTORIA (B.C.) & TACOMA VIA JAPAN	GHAEZE	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 29th inst., at 4 p.m.
CALLAO AND IQUIQUE, VIA JAPAN PORTS, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 11th Sept., at Noon.
AUSTRALIAN PORTS VIA MANILA	TANAR	Brit. str.	2 m.	—	DODWELL & Co., Ltd.	About 10th September.
AUSTRALIAN PORTS VIA MANILA	TREMONT	Am. str.	—	T. W. Gerliek	TOTO KISEN KAISHA	On 23rd inst., at Noon.
VLADIVOSTOCK	GIESFARG	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	To-day, at Noon.
YOKOHAMA AND KOBE	TAIKAN	Aus. str.	—	McArthur	GIBB, LIVINGSTON & Co.	On 31st inst., at Noon.
YOKOHAMA AND KOBE	RASTEN	Aus. str.	—	D. Leaz	MELCHERS & Co.	On 12th Sept., at Noon.
JAPAN	1 HIRZ SIGISMUND	Ger. str.	—	D. Leaz	MELCHERS & Co.	About 10th Sept.
MOJI	VINE BRANCH	Brit. str.	—	D. Leaz	MELCHERS & Co.	About 23rd inst.
SHANGHAI	PRINZ SIGISMUND	Ger. str.	—	W. R. Brown	BUTTERFIELD & SWIRE	On 10th Sept., at 4 p.m.
SHANGHAI	CHINGTU	Ger. str.	1 m.	Jurjass	JAVA-CHINA JAPAN LIGN	To-morrow, at 4 p.m.
SHANGHAI	TUJIWONG	Dut. str.	—	Cox	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 p.m.
SHANGHAI	CHUNGANG	Chuo. str.	—	J. H. Brown	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI	WONG	Brit. str.	1 m.	R. A. Peters	P. & O. S. N. Co.	About 22nd inst.
SHANGHAI	YOHOW	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 24th inst.
SHANGHAI	MANIA	Brit. str.	k.w.	M. Naito	OSAKA SHOSHEN KAISHA	On 27th inst., at 10 a.m.
SHANGHAI	NANANG	Brit. str.	—	P. Gresh	MELCHERS & Co.	About 28th inst.
SHANGHAI	SHOSHU MARU	Jap. str.	—	F. E. Andrews, R.N.R.	P. & O. S. N. Co.	About 30th inst.
SHANGHAI	PRINZ SIGISMUND	Ger. str.	—	H. Harter	HAMBURG-AMERIKA LINIE	On 1st September.
SHANGHAI	MANILA	Brit. str.	k.w.	W. O. Jones	BUTTERFIELD & SWIRE	On 23rd inst., at 4 p.m.
SHANGHAI	RHEANIA	Ger. str.	1 m.	Kenzia	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI	LIANGCHOW	Brit. str.	1 m.	J. S. Roche	DOUGLAS LARSEN & Co.	On 23rd inst., at 4 p.m.
SHANGHAI	YUNAN	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 28th inst., at 4 p.m.
SHANGHAI	NANCHANG	Brit. str.	2 h.	H. A. Wavell	BUTTERFIELD & SWIRE	On 31st inst., at 4 p.m.
SHANGHAI	HAITAN	Brit. str.	1 m.	F. D. Northcombe	BUTTERFIELD & SWIRE	On 1st inst., at 10 a.m.
SHANGHAI	EUROHOW	Brit. str.	1 m.	T. Io	OSAKA SHOSHEN KAISHA	On 23rd inst., at 10 a.m.
SHANGHAI	PAKIO	Brit. str.	1 m.	H. S. Smith	BUTTERFIELD & SWIRE	On 23rd inst., at 4 p.m.
SHANGHAI	KUANG	Brit. str.	1 m.	Imben	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at 4 p.m.
SHANGHAI	SHAOSHING	Brit. str.	1 m.	A. W. Outerbridge	SHEWAN, TOMES & Co.	On 7th September.
SHANGHAI	FUKUSHU MARU	Jap. str.	—	R. Almond	SHEWAN, TOMES & Co.	On 14th September.
SHANGHAI	JOHNN MARU	Jap. str.	—	E. Fitzhugh	BUTTERFIELD & SWIRE	On 23rd inst., at 4 p.m.
SHANGHAI	CHILU	Brit. str.	1 m.	R. Houghton	JARDINE, MATHESON & Co., Ltd.	About 31st inst., 9 a.m.
SHANGHAI	YUENSANG	Brit. str.	1 m.	F. Simball	MELCHERS & Co.	To-morrow, at Noon.
SHANGHAI	TAMING	Brit. str.	—	W. D. A. Thomas	DAVID SASSOON & Co., Ltd.	On 29th inst., at 3 p.m.
SHANGHAI	ZAFIRO	Brit. str.	—	W. E. Saver	JARDINE, MATHESON & Co., Ltd.	
SHANGHAI	RUBI	Brit. str.	—			
SHANGHAI	KALONG	Brit. str.	—			
SHANGHAI	SANDAKAN	Brit. str.	—			
SHANGHAI	KUDAT & SANDAKAN	Brit. str.	—			
SHANGHAI	SINGAPORE, PENANG & CALCUTTA	Brit. str.	—			
SHANGHAI	SINGAPORE, PENANG & CALCUTTA	Brit. str.	—			

EAST ASIATIC CO., LTD.  
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.RUSSIAN EAST ASIATIC CO., LTD.,  
ST. PETERSBURG & VLADIVOSTOCK.

## PROJECTED SAILINGS FROM HONGKONG.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE and COPENHAGEN	"TEANQUEBAR"	Middle of Sept.

For Further Particulars, apply to  
HONGKONG, 21st August, 1907.

MELCHERS & CO.,  
AGENTS.

INDO-CHINA STEAM NAVIGATION CO.,  
LIMITED.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

TO	STEAMERS	TO SAIL.
SHANGHAI	"WONGANG"	Wednesday, 21st Aug., 4 p.m.
MOJI	"CHUNANG"	Thursday, 22nd Aug., 4 p.m.
SANDAKAN, JESSELTON	"MAUSANG"	Friday, 23rd Aug., 4 p.m.
MANILA	"YUENSANG"	Friday, 23rd Aug., 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NANSANG"	Tuesday, 27th Aug., 4 p.m.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Tuesday, 27th Aug., 3 p.m.

REDUCED FARES TO STRAITS AND CALCUTTA.  
Hongkong to Singapore 1st Class, Single \$ 65. Return \$100.  
Penang " " " 85. " 120.  
Calcutta " " " 165. " 250.

These Steamers have superior accommodation for First-Class Passengers and are fitted  
throughout with Electric Light.  
Taking Cargo through Bills of Lading to Chiao, Tientsin, Newchwang and Yangtze Ports  
Taking Cargo on Through Bills of Lading to Kadal, Lahad, Datu, Singapore, Tawau,  
Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,  
HONGKONG, 21st August, 1907. GENERAL MANAGERS. 13

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon amidships. Electric Light, Perfect  
Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-  
date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	A. Fraser	Manila	On 7th September.
RUBI	2540	R. W. Almond	Manila	On 14th September.

For Freight or Passage apply to  
HONGKONG, 20th August, 1907.

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.  
FOR NEW YORK VIA PORTS AND SUEZ  
CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)  
S.S. "ABERLOUR" ... On 23rd August.

For freight and further information apply to  
SHEWAN TOMES & CO.,  
GENERAL AGENTS.  
HONGKONG, 16th August, 1907. 16

## VESSELS ON THE BERTH

## SOUTH AFRICAN LINE.

## FOR DURBAN.

## THE Steamship

"HELIOPOLIS"  
Captain Martin, will be despatched for the  
above Port, on or about TUESDAY, the 20th  
August.  
For Freight, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 25th July 1907. 1253

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong  
CALLAO AND IQUIQUE, VIA JAPAN  
PORTS (Kobe and Yokohama.)  
With option to Call at Mexican and other  
Coast Ports.

Steamers Tons To Sail  
"GLENFARG" 3,500 Noon 29th Aug.  
"KASATO MARU" 4,100 Mid. of October.  
Taking Freight and Passengers to other  
Eastern and Western Coast Ports of South  
America in connection with Steamers of the  
Pacific S. N. Co.

K. MATSUDA, Manager.  
York Building.  
Hongkong, 21st August, 1907. 10

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

STEAM FOR  
TRIESTE (DIRECT).  
Calling at SINGAPORE, PENANG,  
CALCUTTA, COLOMBO, ADEN,  
SUZ, and PORT SAID.  
Taking Cargo at through rates to the BRAZILS,  
RED SEA, BLACK SEA, LEBANT, VENICE  
and ADRIATIC PORTS.

## THE Company's Steamship

"AUSTRIA"  
Captain Blatter, will be despatched as above  
on or about the 30th August.  
This Steamer has special accommodation for  
passengers, electric light, and carries a doctor.  
For information as to Passage and Freight  
apply to  
SANDER, WIELER & Co.,  
Agents.  
Hongkong, 31st July, 1907. 3

EASTERN AND AUSTRALIAN STEAM  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
Calling at PORT DARWIN, and QUEEN-  
SLAND PORTS, and taking through Cargo  
to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.

## THE Steamship

"EASTERN"  
Capt. McArthur, will be despatched as above  
on SATURDAY, the 31st inst., at Noon.  
This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Chamber,  
which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with  
the Electric Light.  
A Stewardess and a duly qualified Surgeon  
are carried.  
N.B.—To ensure the additional comfort of  
passengers the steamers of the Company have  
electric fans fitted in staterooms.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 7th August, 1907. 1314

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, AUSTRALIA,  
ADEN, EGYPT,  
MARSEILLES, LONDON,  
HAVRE, BORDEAUX,  
MEDITERRANEAN  
AND BLACK SEA PORTS.

## THE Steamship

"POLYNESIAN"  
Captain Broc, will be despatched for  
MARSEILLES, on TUESDAY, the 3rd  
September, at 1 p.m.  
Passage tickets and through Bills of Lading  
issued for above ports and for Australia with  
prompt transhipment at Colombo.  
Cargo also booked for principal places in  
Europe.  
Next sailings will be as follows:  
S.S. "TOURANE" ... 17th Sept.  
S.S. "AUSTRALIEN" ... 1st Oct.  
S.S. "YARA" ... 15th Oct.  
S.S. "ERNEST SIMONS" ... 12th Nov.  
S.S. "TONKIN" ... 26th Nov.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 2nd August, 1907. 2

## REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR  
COAST.)

PROPOSED SAILINGS FROM HONGKONG.  
FOR NEW YORK.  
S.S. "SATSUMA" ... 7th Sept.  
FOR BOSTON AND NEW YORK.  
S.S. "GHAEZE" ... 14th Sept.  
For Freight and further information, apply to  
DODWELL & Co., Ltd.,  
Agents.  
Hongkong, 1st August, 1907. 1226-1254

## FOR VLADIVOSTOCK.

"VINE BRANCH"  
will be despatched as above on or about 10th  
September.  
For Freight and further particulars, apply to  
DODWELL & Co., Ltd.,  
Agents.  
Hongkong, 7th August, 1907. 1303

HAMBURG-AMERIKA LINIE.  
PASSENGER SERVICE.

BY the new steamers, "RHEANIA," "HABSBURG" and "HOHENSTAUFEN." These  
steamers offer to the public the highest comfort yet attained in ocean travelling. They  
have very large cabins, provided with ONLY LOWER BERTHS. The cabins are  
smidish and fitted with fans. Laundry on Board. Doctor and Stewardess carried.  
These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at  
NAPLES in both directions.

In addition to these, the steamers "SCANDIA" and "SILEZIA" carry first-class passengers.  
Return tickets issued at reduced rates available for two years. Through tickets to be  
had to New York via Naples and Hamburg.

## OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

RHEANIA	1st September
HOHENSTAUFEN	1st October
SILEZIA	2nd November

## HOMEWARD.

FOR THE STRAITS, COLOMBO, ADEN,  
SUZ, PORT SAID, NAPLES,  
PLYMOUTH, HAVRE, & HAMBURG

HABSBURG	4th September
RHEANIA	2nd October
HOHENSTAUFEN	30th October

## FREIGHT SERVICE.

## NEXT SAILINGS OUTWARD:

LIBERIA	FOR SHANGHAI, KOBE & YOKOHAMA	26th Aug.
RHEANIA	FOR SHANGHAI, KOBE & YOKOHAMA	1st Sept.
SUEVIA	FOR SHANGHAI, KOBE & YOKOHAMA	14th Sept.
BEISGAVIA	FOR SHANGHAI, KOBE & YOKOHAMA	26th Sept.

## NEXT SAILINGS HOMEWARD:

via STRAITS, COLOMBO AND ADEN.  
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LONDON, Oporto, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the  
LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS,  
Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and  
Persian Gulf Ports.

SAXONIA ... HAVRE & HAMBURG ... 23rd Aug.  
HABSBURG ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 4th Sept.  
SILEZIA ... HAVRE & HAMBURG ... 17th Sept.  
Special attention of intending Passengers is drawn to the splendid accommodation of this  
Steamers. Saloon



PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	MALTA	About 22nd Aug.	Freight and Passage.
LONDON via UGAL, PARTS	ARCADIA	Noon, 21st Aug.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUNDA	About 23rd Aug.	Freight and Passage.
SHANGHAI, MOH, KOBE, MANILA and YOKOHAMA	Capt. F. E. Andrews, R.N.R.	About 30th Aug.	Freight and Passage.

For further Particulars, apply to

F. A. HEWETT,  
Superintendent.

Hongkong, 19th August, 1907.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK'S BAY, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 21st Aug., Noon.
AMOI, CHEFOO, TSINGTAO and NEWCHANG	"YUNNAN"	On 21st Aug., 4 P.M.
HOIHOW and HAIPHONG	"YUENHANG"	On 22nd Aug., 4 P.M.
NINGPO and SHANGHAI	"CHIRLI"	On 23rd Aug., 4 P.M.
SWATOW, WEIHOW, CHEFOO and TIENTSIN	"LIANGCHOW"	On 23rd Aug., 4 P.M.
SWATOW and SHANGHAI	"KUEICHOW"	On 26th Aug., 4 P.M.
MANILA	"PAKHAI"	On 26th Aug., 4 P.M.
CEBU and ILOILO	"KUIKIANG"	On 27th Aug., 4 P.M.
SWATOW and SHANGHAI	"TAMING"	On 31st Aug., 4 P.M.
YOKOHAMA and KOBE	"KALFONG"	On 31st Aug., 4 P.M.
	"SHAOHING"	On 10th Sept., 4 P.M.
	"CHINGTU"	On 10th Sept., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unvalley Table, A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports, REDUCED RATES ON PARCELS, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD &amp; SWIRE.

AGENTS.

CANADIAN PACIFIC RAILWAY  
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

## LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific in the "EMPERESS LINE," Sailing 5 to 10 days' Ocean Travel, 11 DAYS YOKOHAMA to VANCOUVER, 19 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS (Subject to Alteration)	ARRIVE VANCOUVER
"EMPERESS OF JAPAN"	6000 Tons, THURSDAY, 29th Aug.	16th Sept.
"TARTAR"	4425 " WEDNESDAY, 11th Sept.	5th Oct.
"EMPERESS OF CHINA"	6000 " THURSDAY, 26th Sept.	14th Oct.
"EMPERESS OF INDIA"	6000 " THURSDAY, 24th Oct.	11th Nov.
"MONTEAGLE"	6163 " WEDNESDAY, 6th Nov.	30th Nov.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, via St. Lawrence 260; via New York 282.

Intermediate on Steamers: 240, 242.

R.M.S. "MONTEAGLE" and "TARTAR" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blaise Pier.

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL  
LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ SIGISMUND"	About Friday 23rd August
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	PRINZ REGENT LUITPOLD	Wedday 28th Aug., at Noon
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ HEINRICH"	About Wed., 28th August.
KUDAT and SANDAKAN	"BORNEO"	About Saturday, 31st Aug., at 9 A.M.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	Thursday, 12th Sept., at Noon.

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 19th August, 1907.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
"ANPING VIA SWATOW AND AMOI"	"FUKUSHU MARU"	WED., 21st August, at 10 A.M.
"TAMUI VIA SWATOW AND AMOI"	"JOSHIN MARU"	SUNDAY, 25th Aug., at 10 A.M.
"SHANGHAI VIA SWATOW AND AMOI"	"SHOSHU MARU"	TUESDAY, 27th Aug., at 10 A.M.

\* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidehips. Unvalley Table.

\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 20th August, 1907.

T. ARIMA, Manager.

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAVA	Second half of Aug.	JAPAN	Second half of Aug.
TJIMAH	JAPAN	Second half of Aug.	JAVA PORTS	Second half of Aug.
TJIBODAS	JAPAN	Second half of Aug.	JAVA PORTS	First half of Sept.
TJIPANAS	JAPAN	First half of Sept.	JAVA PORTS	First half of Sept.
TJIKINI	JAVA	First half of Sept.	JAPAN	First half of Sept.
TJILATJAP	JAPAN	First half of Sept.	JAVA PORTS	First half of Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.  
Hongkong, 14th August, 1907.

## PASSENGER SEASON 1908.

## IN 25 DAYS TO ITALY

BY THE

## MAGNIFICENT N.D.L. LINERS:

"BUELOW"	8,000	ON MARCH 11TH.
"PRINZ LUDWIG"	9,630	ON MARCH 25TH.
"PRINZESS ALICE"	10,911	ON APRIL 8TH.

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

MELCHERS &amp; CO.,

General Agents. 1935

## NOTICES TO CONSIGNEES

## THE H.A.L. Steamship

"SLAVONIA,"  
Capt. Wunnenberg, having arrived. Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which time they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.  
Hongkong, 17th August, 1907. 1357

THE EAST ASIATIC COMPANY,  
LIMITED.

## NOTICE TO CONSIGNEES.

## THE Steamship

"TRANQUEBAR,"  
having arrived. Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst. at 9.30 A.M.

All Claims must reach us before the 1st inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

THE EAST ASIATIC CO., LTD.,  
MELCHERS & CO.,  
Agents.  
Hongkong, 19th August, 1907. 9

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENLAVERS"  
FROM MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 19th August, 1906. 1355

## ON SALE.

THE  
DIRECTORY AND CHRONICLEFOR  
CHINA, JAPAN, COREA, INDO-CHINA,  
SIAM, STRAITS SETTLEMENTS,  
MALAY STATES, NETHERLANDS  
INDIA, PHILIPPINES,  
BORNEO, &c.,  
WITH  
HIGH ARE INCORPORATED  
THE CHINA DIRECTORY  
AND  
THE HONGKONG DIRECTORY  
AND LONG LIST FOR THE FAR EAST  
FOR  
1907.

THE FORTY-FIFTH ANNUAL ISSUE.

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The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume. Royal Octavo—Complete with Fifteen Maps, and Plans, pp. 127, \$10.00. Directory only pp. 130, \$6.00.

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MALAY STATES  
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THE PROTESTANT MISSIONARIES,  
IN CHINA, JAPAN AND COREA  
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## THE MAPS AND PLANS

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COLORED PLATE OF FLAGS OF FOREIGN HONGS  
MAP OF THE FAR EAST  
PLAN OF YOKOHAMA  
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PLAN OF FOREIGN SETTLEMENTS, TIENTSIN  
PLAN OF TIENTSIN (KIAUCHOW)  
PLAN OF FOREIGN CONVESSION, SHANGHAI  
PLAN OF HONGKONG (SHANGHAI) with Inset  
Showing the EXTENDED SETTLEMENT  
LARGE PLAN OF THE CITY OF VICTORIA  
PLAN OF THE PEAK  
PLAN OF NEW TERRITORY (KOWLOON)  
PLAN OF KOWLOON  
PLAN OF MANILA  
PLAN OF SAIGON  
PLAN OF SINGAPORE  
PLAN OF BATAVIA

The CHRONICLE covers the notable events  
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TREATIES WITH CHINA  
Great Britain—Nanking, 1842; Tientsin,  
1858; Tientsin, 1858; Convention, 1859;  
Convention, 1860; Rules for Joint Investiga-  
tion of Customs Seizures, 1869; Chefoo,  
1876, with Additional Article; Opium Con-  
vention, 1889; Chungking Convention, 1891;  
Tibet Sikkim Convention, 1890; Burma  
Convention, 1897; Kowloon Extension, 1898;  
Wailhai, 1899; Convention, Commercial;  
Shanghai, 1902; Emigration Convention,  
1904.

France—Tientsin, 1858; Convention, 1860;  
Tientsin, 1865; Conventions, 1866, 1867, and  
1895; Frontier Trade Regulations.

United States—Tientsin, 1853; Additional  
1868; Peking, 1880; Immigration, 1894;  
Commercial, 1903.

Germany—Tientsin, 1861; Peking, 1860;  
Kiaochow Convention, 1898; Railway and  
Mining Convention, 1898.

Japan—Shimonoseki, 1855; Liaotung Con-  
vention, 1895; Commercial, 1896; New Ports  
1895. Supplementary Commercial, 1903

## GRIMAULT &amp; Co

## Medicinal Skin Soap

Recommended by eminent Der-  
matologists and adopted in the  
Paris Hospitals in the treatment  
of Ringworm, Acne, Psoriasis,  
Eczema and Skin diseases ge-  
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8, RUE VIVIERNE, 8  
Paris

Hongkong, 19th August, 1906. 1355

Russian—S. Petersburg, 1891; Russian Land  
Trade, 1881.  
Portugal, 1888; Commercial Treaty, 1894.  
FINAL Protocol made between China and  
Eleven Powers, 1901.  
TREATIES WITH JAPAN  
Great Britain, 1894; Dulles Convention 1895;  
Russia, Agreements as to Corea; United  
States, Extradition Treaty, 1886; Great  
Britain (Alliance), 1905; Russia (Peace  
Treaty) 1905.  
TREATIES WITH COREA  
Japan, 1876; Japan Supplementary, 1876;  
Japan, 1905; United States, 1882; Great  
Britain, 1895.  
TREATIES WITH SIAM  
Great Britain, 1866 and 1869; France, 1903  
and 1904; Japan, 1893; Russia, 1899.  
Great Britain and France, Siam Frontier.  
Great Britain and Russia, Railway Convention  
1899.  
CUSTOMS TARIFFS  
TRADE REGULATIONS  
LEGAL DOCUMENTS  
Orders in Council for Government of H.B.M.'s  
Subjects in China and Corea, and in Siam,  
Rules of H.B.M.'s Consular and other Courts  
in China, &c.; Tables of Court and Consular  
Fees; Charter of the Colony of Hong-  
kong, Malay States Federation Agreement;  
Table of Hongkong Court Fees; A Uni-  
fied Rules, Foreign Jurisdiction Act; Regu-  
lations for the Consular Courts of United  
States; United States Consular and Court-  
Fees; Rules of Court of Consuls of Siam;  
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Germany—Tientsin, 1861; Peking, 1860; Kiaochow Convention, 1898; Railway and Mining Convention, 1898.

Japan—Shimonoseki, 1855; Liaotung Convention, 1895; Commercial, 1896; New Ports 1895. Supplementary Commercial, 1903

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Hongkong, 19th August, 1906. 1355



